

## AIRPLANE DELAY NOT CALAMITOUS

With Machine at Front for Each  
Man Ready to Fly and Pres-  
ent Speed of Production.

30 LIBERTY MOTORS A DAY

300 by August—Fits All but  
One Known Types of Plane.  
Time Well Spent.

(By David Lawrence.)  
(Copyright, 1918, by New York Evening Post Co.)

Dayton, O., May 22.—Aeroplane towns like these are sufficiently removed from Washington to express their free and unrestrained opinions about matters in the signal corps who meddle and delay things.

At the same time they can give an unprejudiced view of the Liberty motor and our aviation program, based not upon any regard for anyone's sensibilities, political or otherwise, but upon engineering ability and such technical data as reaches here through the procession of pilots, foreign observers and engineers who keep absolutely up to date on aircraft.

Take, for instance, one little thing that illustrates how far ahead of Washington the Dayton community is. In the national capital they are arguing about things that happened last December and January and are properly agitating over inexcusable delays, an agitation that has helped to get decisions made and speed applied, but out here they are experimenting and looking ahead in the hope that some new devices and new types of machines may be developed that will supplant the present orders and beat anything the Germans have.

There is the low flying aeroplane or "contact patrol" which is exciting the inventive impulses of the engineers. Returning officers tell gratifying tales of how the British aviators flying over the German lines creeping under the barrage fire, and so close to the ground that the anti-aircraft guns couldn't reach them, raised real havoc with the enemy infantry and communications.

This suggests immediately a low flying armored car. The Germans have made their appearance with something of this kind which the Americans think can be bettered by the extensive, every week, every day, brings new ideas and new conditions, and the side that does a little anticipating has it on the other by a good deal. In a nutshell, that is the attitude of the Dayton community toward the Liberty motor—to anticipate by a year aeroplane engine improvement.

Obviously if America could turn out a motor that would be suitable in all types of planes and be better than anything Germany had, such an effort would be commendable. And, too, if America could standardize such a motor and be able to furnish not only her own forces but the allies with this new motor, time and money would be saved and the air strength of the whole allied cause would be uniformly increased.

That's a fine plan, you will say, so long as America makes arrangements to get other types of engines and planes in the interval and sees to it that her own forces are supplied and protected. And America tried just that plan.

Ordered Every Kind of Engine.

Orders were given for the French government to build for us battle planes and some training machines, too. We ordered them by the thousands, planes and motors. We ordered, too, every kind of engine and plane we could get—English and French and Italian makes—Rolls-Royce, Hispano, La Rhone, Isotta, Renault and Gnome. We sent a commission abroad and found that it would be difficult to make any of these motors in America since it was necessary to import so many special kinds of tools. We refused to deal with brokers and individuals and negotiated directly with the governments, a fact that didn't make those in charge of our aviation program very popular with private manufacturers abroad and may account for some of our difficulties in getting information from engineers in Great Britain to help in our manufacture on this side of the ocean.

Anyway, we ordered all the machines we could from the allied governments and set about to make a motor that would exceed in power and speed anything invented abroad.

The Rolls-Royce is a 260-horsepower machine—the highest power of all the foreign makes—and we resolved to make the Liberty motor 375 horsepower. But we changed from eight to twelve cylinders and improved it constantly and finally turned out a motor that develops 435 horsepower.

So long as the allies were furnishing us enough battleplanes, we could afford to tinker and strive for perfection. But the difficulties of aeroplane production have not been confined to

America. We sent thousands of tons of materials and 7,000 mechanics to help the French, but they soon had their hands full and couldn't deliver all that had been ordered, or anywhere near the number ordered.

But they did give us enough for the fliers we had graduated and without attempting to give the figures today, I do know we had received by April 11 less than 300 battleplanes from the French for our own fliers.

When it is considered that for many months the British maintained an air supremacy on their long front with a total of about 800 planes, and when it is considered that the American part of the line is only a fraction of what the British held, there is not the slightest foundation for the statement that America has comparatively no fighting planes on the fighting line.

Little Time to Experiment.

True enough, there were no American-built planes, but it was never intended that there should be until this spring, because the United States was to concentrate on building a motor and plane that could be standardized and turned out in large quantities.

Obviously the time that America could afford to experiment and improve and fuss with the standard motor and plane was limited by the capacity of the French to meet our demands and the ability of other foreign countries to supply us with the engines we ordered.

Unfortunately in no country did production come up to expectation, and the Allies had to raise in the American congress has had the effect of making America decide to go ahead on what she has developed and improve afterward. Thus in the Dayton Liberty motor plant here, they got the "go ahead" on April 8 last, which meant to stop improving and turn out planes.

Since then, as pointed out yesterday, 107 Delahavand fighting planes, with Liberty motors in them, have actually been shipped abroad, which is a rate of quantity production that assures very well indeed for the capacity of American manufacturers to build planes, if they are let alone by the hordes of inspection agents and tinkers who, if left to themselves, would probably get the airplanes ready for the next war.

But while restive over delays, the engineers here say the Liberty motor is a fine engine and will out-perform anything the allies have ever developed. And the engine must think so, too, for the foreign orders have been large and of the first 1,000 Liberty motors completed a large number have gone to the allies, as well as to the American navy for use in hydroplanes.

It is well to understand why so much time was spent perfecting the Liberty motor, though a statement by the British staff board gives twelve months as the time required to build an engine from a new design. It was hoped to get a motor that would be suitable in all the following types of plane—scout, day, night, observation, observation machines, artillery directors, day and night bombers and training planes.

Now the Liberty motor can fit all those types—first, and Gen. Pershing cabled that America should last fall the production of scouts and concentrate on the others, the French promising to supply the scout planes. The latter, engineers believe, is rapidly going out of use, and its functions may be performed by the two-seaters.

Fits All But Scout Planes.

Whether this is an ex-post facto reason for the decision, or whether our own aircraft people were reluctant to admit that the Liberty motor wouldn't fit the scout plane is something I have not been able to determine, but the fact is that the Liberty motor fits six out of the seven known types of plane, and it can get out machines from the French, or if they remain in vogue we can get some made in this country, with other motors.

Certainly, as one considers the aim of our aircraft officials in developing an all around motor that would do for all types of planes, the achievement of the Liberty motor in fitting six out of the seven known types is remarkable—and the British and French are loud in their praises.

Whether the Liberty motor is better than anything the Germans have come up with, our engineers are confident that it is. One must keep in mind incidentally, however, that there are two distinct schools of flying on the western front. The allies rely on their quick climbing powers, with low weight per horsepower. The Germans resort to high diving and low head-on resistance. Weight is not so much of a factor, and most of the climbing is done behind the German lines.

The allies, on the other hand, fight for the most part over the German lines and conduct an offensive warfare. To do this, a motor must be ready for the entente to go to the V-typed motor and the Liberty engine was designed primarily to meet the demands of the allies.

So far, in fact, it has proved a splendid climber, being able to ascend 10,000 feet in seven and a half minutes and probably will be able later to do better than that.

Enough Liberty motors have been turned out by our factories, but the delay recently has been in equipment and accessories for the planes. Here, for example, are some of the things that must go on a battleplane before it is ready for shipment: two machine guns forward and two machines on a flexible gun mount in the rear with 2,000 rounds of ammunition; a bombing gear capable of dropping ten bombs of twenty-three pounds, or two of 100 pounds of explosives; a complete camera and plate equipment; an exhaust apparatus; electrically heated clothing for the pilot and runner, as it gets very cold away up in the air; a set of navigating instruments and lights; a wireless telegraph and telephone; a bomb sight; a pistol to signal by fire balls so as to answer the who-comes-there query as one comes into home territory at night; flare lights for landing; and electric fan-driven generators to supply current.

Not Too Many "Trimings."

All these things do not go on at once, but each fighting plane must be built so as to receive this equipment readily. It takes time to fit all these things and some critics think an attempt has been made to put too much "trimming" on the planes. But while production shouldn't be delayed by them, every improvement adds to the versatility of the machine, and particularly in its capacity for night work, the new type comes in the well equipped machine can always be put to other effective uses instead of being scrapped, as heretofore.

With the total equipment the battleplane weighs 4,100 pounds and makes 142 to 148 miles an hour with 3,750 horsepower, or what is known as "military load." On the level, the Germans can probably meet about the same speed, but the allies can climb higher with the new Liberty motor and Delahavand plane, and the fellow who climbs higher has the advantage in air fighting, for he can swoop down on his opponent and drop bombs from aloft, mostly machine gun bullets at the rate of six or seven hundred a minute. The fellow underneath can't very well shoot upwards with any accuracy.

## "PUTTING THE GRIN INTO THE FIGHT"



"Let's go in and study our French, Herb."  
"Now, it's too hot to be waving arms."

## GIST OF WAR SITUATION AS GIVEN BY THE TWO NEWS SERVICES

(Associated Press.)  
Germany's spring offensive, launched in the hope of forcing the allies to conclude peace, enters upon its third month today. The allied armies are still intact and awaiting further enemy attacks while American reinforcements are hurrying to France. Great losses sustained in Picardy and Flanders have forced the Germans to halt and reorganize their shattered divisions. In the weeks since the repulse of the last strong German attack, that north of Mont Kemmel, the allies have been strengthening their positions and there is biting of important positions. Enemy counter-attacks have not been vigorous and all his attempts to regain the lost positions have failed.

The latest German failure was northwest of Merville, the apex of the Lys salient. Attacking new British positions on a front of two-thirds of a mile, the Germans, although in strength, were thrown back. The British line remains unchanged. Smaller enemy attempts north of Baillieu have been repulsed by the French.

On the sectors southwest of Ypres and west of Amiens the Germans have shown no indications that infantry attacks are about to be renewed. Neither has Gen. Otto von Below's army, east of Arras, undertaken new operations. However, Berlin cannot delay a renewal of the offensive much longer and that is the time the allies are waiting for as they improve their positions at various points.

British aviators, since March 21, have accounted for 1,000 German airplanes and have dropped more than 1,000 tons of bombs on enemy military targets. The aerial campaign against the enemy continues unabated, both British and French bombing squadrons being busy.

In patrol actions in Lorraine American troops have captured German prisoners. Both the American and German artillery is more active than usual in the Woivre and in Lorraine, but no infantry fighting is reported. On the front between the Piave and Lake Garda the Italians have been victorious in several strong local engagements with the Austro-Hungarians. On the Sponcia, west of the Piave, the Italians wiped out an enemy post and captured fifty-three prisoners, while their new positions at Capo Sile on the Piave have been extended further.

North of Baghdad, in Mesopotamia, the Turkish resistance to the advance British is weak. Mounted corps have captured Fatha north of Tikrit, on the Tigris. The Turks fleeing after slight fighting. In the Kirkuk region the British have not molested the Turkish stores from that captured town.

Liberty motors are coming out now at the rate of thirty a day and ought to reach 200 a day by August. Whether they can do all the stunts expected of them one cannot tell until reports come from the western front, but today all the allies have confidence in the motor, and the consensus of opinion here seems to be that while the Liberty engine is not perfect and couldn't be unless there was more time to work on it, the machine will be found to be the most serviceable of all the airplane motors, since it can be put to so many different uses and can be turned out in quantities for ourselves and other governments. Since there is a battleplane on the western front for every American ready to fly, since we are now turning out battleplanes at great speed and 107 have been shipped abroad out of this plant alone, the delay may be called disconcerting but not calamitous; and if the Liberty motor serves only half the purposes for which it is intended it will have been well worth our while to spend the time we did in giving the entente a standardized motor available for armies and navies alike.

UNITED STATES ASKED TO  
REMIT LOAN TO FRANCE

Rochester, N. Y., May 22.—At the twenty-ninth annual congress of the National Association of the Sons of the American Revolution, held here, a resolution was adopted calling on the United States government to remit payment of the French loans made in connection with the prosecution of the war. Another resolution recommended that the government suppress publication of German newspapers and adapted with a few dissenting votes.

the medium of information obtained from German prisoners is that the German high command is becoming alarmed over the growing numbers of Americans that are taking their place on the front. Every once in a while the boys in khaki bob up in some unexpected place along the battle line and the Germans are surprised by finding themselves opposite the sturdy sons of the great western republic.

While the deadlock has continued the allied reserve armies have been growing in strength and it must be a source of keen annoyance to the Germans not to know exactly where these reinforcements stand.

It has been sixty-three days since the Germans began their grand offensive and never has confidence and optimism been higher in the allied capitals. When the German blow comes it will fall with crashing force, but there is no doubt of the outcome in London, Paris and Washington—it will fall as the first phase of the German offensive failed.

## NEW YORK AIRMEN LAY HELPLESS SEVEN HOURS

(Associated Press.)  
With the British Army in France, Tuesday, May 21.—To lay helpless on his seaplane in the North sea for seven hours with a broken leg before he was picked up was the experience of an American aviator, attached to the British forces. The aviator, who comes from New York state, was operating a seaplane off the Belgian coast. He was brought down by hostile fire and his machine fell into the sea. After seven hours he was rescued and now is recovering in a hospital.

## OPPOSED ESTABLISHMENT MUNICIPAL COAL YARDS

National Retail Coal Merchants' Association Favors Fixing of One Price at Mines for Anthracite.  
Atlantic City, N. J., May 22.—The National Retail Coal Merchants' association, in annual convention yesterday, announced itself as "unalterably opposed" to the establishment of municipal coal yards.

## AMERICA'S ROLL OF HONOR

Casualty List of 48 Names Includes 1 From Tennessee, 3 Killed in Action and 41 Wounded.

(International News Service.)  
Washington, May 22.—The war department announced today forty-eight casualties in the American expeditionary forces. Three were killed in action, two died of wounds, two of disease, thirty-eight wounded severely and three wounded slightly. Lieut. Robert H. Long, of Houston, Tex., the only officer on the list, was reported wounded severely.

Private Richard W. Johnson, previously reported missing, is now reported to have rejoined his company.

The list follows:

Killed in Action.

CORPORAL.

Mark L. O'Neill, Hallettsville, Pa.

PRIVATE.

Henry Dahlin, Superior, Wis.

Harry N. Miller, Kansas City, Mo.

Died of Disease.

PRIVATE.

Frank T. Crowder, St. Lawrence, Kan.

CIVILIAN.

Francis Green, San Francisco, Cal.

Died of Wounds.

CORPORAL.

Thomas G. Speck, Livingston, Tenn.

PRIVATE.

Joe C. Youngell, Commonwealth, Wis.

Wounded Severely.

LIEUTENANT.

Robert H. Long, Houston, Tex.

PRIVATE.

Tim Long, Chicago, Ill.

Leighton McCormick, Wilmington, Del.

Alex Mashewsky, Racine, Wis.

Wounded Slightly.

PRIVATE.

Frederick Burke, East Haven, Conn.

Edward P. Flaherty, Boston, Mass.

William M. Hewitt, Newton, Mass.

principal coal yards and agencies and recommended the fixing of one price at the mines for anthracite. Delegates representing 25,000 coal dealers throughout the country tendered their thanks to the federal fuel administration for "the friendly interest shown in the efforts of the dealers to organize."

Fuel Administrator Garfield was requested by the convention to promptly advise state and county administrators of the scope and limit of their powers and to issue more specific instructions as to the elements of cost to be allowed in determining the cost of conducting retail business.

Other resolutions adopted advocated a uniform ton of 2,000 pounds throughout the country, urged the licensing of retail dealers, and recommended the appointment of a retail coal dealer upon the staffs of state and local fuel administrators.

## TURK TROOPS INACTIVE

British Cavalry Advance in Mesopotamia.

(Associated Press.)

London, May 22.—Turkish troops in Mesopotamia, north of Baghdad, display little activity while British cavalry has advanced north of Tikrit on the Tigris to Fatha. An official statement on operations in Mesopotamia reads:

"The Turks have shown no activity since they were driven across the Lesser Zab, on May 11. Removal of large quantities of military stores captured in Kirkuk proceeds without interruption. On the Tigris our mounted troops have advanced as far as Fatha. The Turks holding the village offered little resistance and retreated hastily further up the river."

Chamberlain's Tablets.

People everywhere speak well of Chamberlain's Tablets. If you are troubled with indigestion or constipation, give them a trial. You are certain to be benefited by them.—(Adv.)

## KITCHIN TALKS WITH "PRESIDENT WILSON"

Lays Before Chief Executive  
Arguments For and Against  
New Revenue Bill.

(International News Service.)  
Washington, May 22.—Secretary of the Treasury McAdoo has sought the support of President Wilson in his fight to secure new revenue legislation at this session of congress. It was learned today. The secretary conferred with the president at the White House late yesterday, and it was intimated that the executive is inclined to agree with the treasury head that new legislation is needed.

(International News Service.)  
Washington, May 22.—Representative Charles Kitchin, chairman of the house ways and means committee, sought an appointment with President Wilson today to lay before him the arguments of members of both houses against a new revenue bill at the present session of congress.

Following a visit of Postmaster General Burleson to the capitol, the word was circulated that Secretary of the Treasury McAdoo was weakening in his determination that new tax legislation shall be passed at this session and that President Wilson probably would decide against the bill.

It was emphasized that the decision now rests with the president. Up to the evidence presented to him by Secretary McAdoo and Representative Kitchin he will decide whether congress shall remain in session all summer framing revenue legislation or shall attempt the passage of a bill at the short session next year.

In preparing the new bill, whenever it is undertaken, the time-honored precedent from which the ways and means committee departed in the interest of harmony last year probably will be followed. Heretofore the party in power has introduced its bill and framed the legislation, then put it up to the opposition party to agree to. Last year republicans were let in on the conference that framed the bill, with the result that the measure followed neither democratic nor republican policies.

Both sides have scored the bill as "milk and water" legislation. The democrats, believing that they got the worst of the swapping that went on in the committee, probably will not return to the practice when the new revenue bill is considered.

## LEWIS AND JACK BRITTON TO FIGHT FOR RED CROSS

New York, May 22.—Ted Lewis, welterweight champion of the world, and Jack Britton, his clever rival, will do their bit for the Red Cross by appearing against each other at Madison Square Garden Friday night in one of a series of all-star bouts. Lewis cancelled several bouts to come here for the benefit of a boxing carnival.

## DRAFTED MAN RUNS AWAY; SHOT AND KILLED

(Associated Press.)  
Mobile, Ala., May 22.—Jesse C. Wilson, aged 24, registered as a draft man, and who refused to answer his questionnaire after numerous requests to do so, was shot and killed by the department of justice, was shot and killed Tuesday on a farm near Spanish Fort, in Baldwin county by City Detective C. K. Berge, of Mobile. Berge had been detailed on government work by the chief of police. Berge was later exonerated of all blame. Wilson, who was registered at Chicago, Ill., ran when the officer approached. Berge fired two shots wild, hoping to frighten Wilson, but it did not. Two shots at ninety yards penetrated Wilson's body.

## MOST OF AIR BATTLES OCCUR OVER GERMAN LINES

Evidence That British Have Obtained Mastery of Air in France.

New York, May 22.—As evidence that the British have obtained mastery of the air in France, the British pictorial service made public today a cablegram from the British ministry of information saying that 90 per cent of combats in which British airplanes are now engaged take place entirely over the German lines. "It is very exceptional," the message adds, "for any British aviators to be brought down over British lines since March 21."

It is further stated that documentary evidence shows that among the German casualties twenty-two German regimental commanders, corresponding in rank to the British brigadier-general, have been killed in action.

## THE NEW CALOMEL A PERFECT SUCCESS

Calomel, the newly perfected calomel, is absolutely purified from all of the usual impurities, and contains the purest qualities of the old-style calomel. The new Calomel is rapidly taking the place of the old-style calomel tablets, as they are much more effective as a liver cleanser and system purifier, yet are entirely free from all objectionable qualities.

The new Calomels are sold only in original, sealed packages, price, 25 cents. Your druggist recommends and guarantees them.—(Adv.)

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